

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 6251

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FRIDAY, SEPTEMBER 7, 1906.

五拜禮

號七月九英港香

\$10 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$10,250,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
G. H. Medhurst, Esq., Deputy Chairman.
E. Goetz, Esq. R. Shewan, Esq.
Hon. Mr. W. J. Gresser N. A. Siebs, Esq.
C. R. Lenzenmann, Esq. H. A. W. Shadie, Esq.
D. M. Nissen, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

ACTING CHIEF MANAGER:
Hongkong—H. E. R. HUNTER.
Shanghai—W. ADAMS ORAM.

London Bankers—London and County, HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 4% per cent. per annum.
For 6 months, 4% per cent. per annum.
For 12 months, 4% per cent. per annum.

H. E. R. HUNTER,
Acting Chief Manager,

Hongkong, 20th August, 1906. [21]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits allowed at 3% per annum.

Depositors may transfer at their option balances of \$10 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION
H. E. R. HUNTER,
Acting Chief Manager,

Hongkong, 30th May, 1906. [22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$10,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin Calcutta Hankow Kobe
Peking Singapore Tientsin Tsimshau
Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft

Deutsche Bank Berlin
S. Bleichroeder
Bank fuer Handel und Industrie

Rother Warshaw & Co.
Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt
Jacob S. H. Stern a.m.
Norddeutsche Bank in Hamburg, Hamburg
Sal Oppenheim Jr. & Co., Berlin
Bayernische Hypotheken und Wechselbank
Muenden.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTOGESSELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,
Manager.

Hongkong, 20th May, 1906. [24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (\$3,750,000).
RESERVE FUND FL. 5,000,000 (\$ 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Semarang, Sourabaya, Cheribon, Tegal, Pecalongan, Paseroean, Tjilatjap, Padang, Medan (Delhi); Palembang, Kotababu (Acheen), Telok-Semawe (Acheen), Bandjermasim.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kuei, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906. [25]

DENTAL SURGEON.

G. DE PERINDORGE.

DIPLOMA: PARIS.

Latest Improvements Including

PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906. [26]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS AT

CURRENT RATES.

SIEMSEN & Co.

Hongkong 28th May, 1906. [28]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via MARSEILLES	JAVA Capt. S. Burcham	About 12th September	Freight and Passage.
YOKOHAMA via SHANGHAI, CHINGWANTAO, MOJI & KOBE	POONA Capt. C. R. Lockhart, R.N.R.	About 16th September	Freight only.

SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 19th September	Freight and Passage.
LONDON, &c., via Usual Ports	DEVANHA Capt. J. H. Hide, R.N.R.	22nd Sept., Noon.	See Special Advertisements.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th September, 1906. [4]

Intimations.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR



A Certificate of Purity with every Bottle.

LAGAVULIN DISTILLERY, ISLAND OF ISLAY, N.B.

Established 1742.

THE UNRIVALLED SCOTCH WHISKY

\$14.00 per dozen.

LANE, CRAWFORD & CO.

Hongkong, 23rd August, 1906.

'ROS BACH'

EMPERESS OF TABLE WATERS.

MIXES EXCELLENTLY WITH SPIRITS.

SOLE AGENTS—

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

15, Queen's Road Central.

Hongkong, 17th August, 1906. [46]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

CHEAP EXCURSIONS TO MACAO.

SATURDAY, 8th September,

THE Company's Steamship

"HEUNGSHAN,"

will depart from the COMPANY'S WHARF at 1.30 P.M. according to schedule.

Returning departure from Macao about 7 P.M.

Return Fare, 1st Class.....\$4.00

.....returning on Sunday.....5.00

.....2nd Class, available to return on Sunday or Monday 2.00

OTHER RATES AS USUAL.

SUNDAY, 9th September.

Time of departure from Hongkong 9.30 A.M. from DOUGLAS WHARF.

.....from Macao 5 P.M.

A second departure from Hongkong to Macao at 7 P.M.

Luncheon and Refreshments supplied on board.

MACHADO'S BAND will play Selections of Music.

Popular Excursion Rates as usual.

Children under 12 years Half-Price. NO CHITS will be accepted, and servants' passages must be paid for.

W. E. CLARKE,
Acting Secretary.

Hongkong, 3rd September, 1906. [63]

Intimations.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldizuru, Kuro, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinoerabu, Sasebo, Misaki, Hakodate, Taiyeho, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Honda, Ichimura, Kanada, Mameda, Manoura, Onoura, Oisugi, Sanbara, Tsubakuro, Yoshinotani, Yoshi, Yunokihara and other Coals.

S. MINAMI, Manager, Hongkong.

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CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

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S. MINAMI, Manager, Hongkong.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	W. A. Valentine.
"FATSHAN,"	2,260 "	R. D. Thomas.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.N.R.
Departure from Hongkong to Macao on week days at 7 P.M., except when otherwise notified by Express.		
Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.		

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.

Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
"NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Mahsing, Kunchuk, Kai-Kong, Samshui, Howlik, Shiu-Ling, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARRS.—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak HingSingle \$12.50. Return \$21.00.

Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

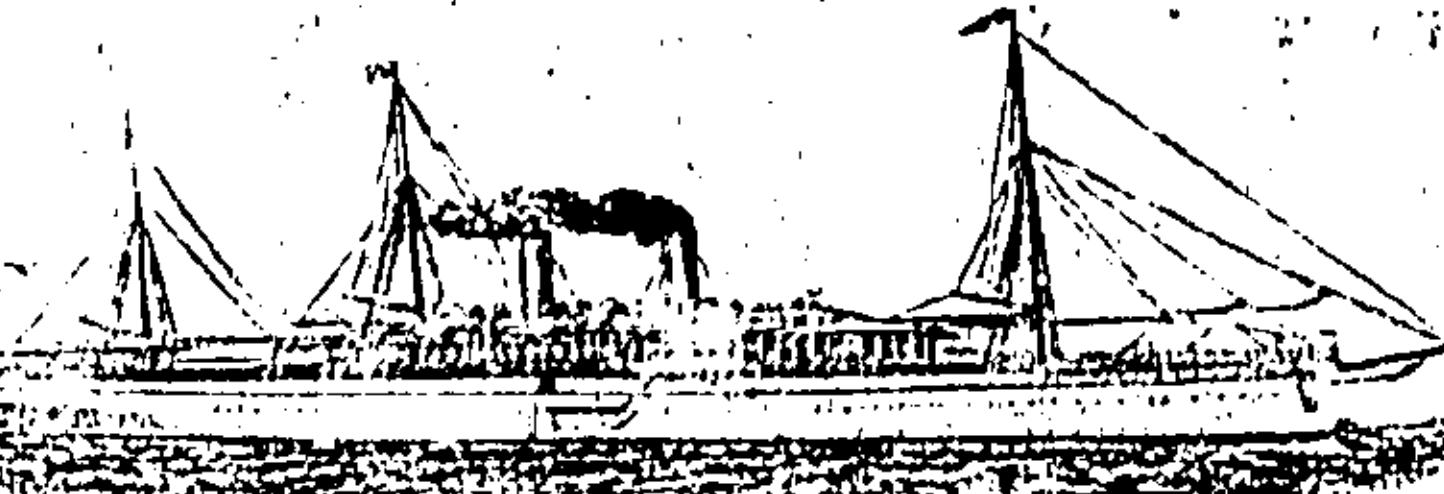
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

(10)

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).			
R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, September 12, 1906.	
"EMPEROR OF JAPAN"	6,000	THURSDAY, September 27, 1906.	
"MONTEAGLE"	6,163	WEDNESDAY, October 3, 1906.	
"EMPEROR OF CHINA"	6,000	THURSDAY, October 25, 1906.	November 12
"TARTAR"	4,425	WEDNESDAY, October 31, 1906.	November 24
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22, 1906.	December 10
"EMPEROR"	steamers will depart from Hongkong at 4 P.M.		
	Intermediate steamers at 12 Noon.		

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI,"	Tons	Captain T. Austin, R.N.R.
"WING CHAI,"		

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 3rd Class, 50 cents.

SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2. 1st Class—Return, \$2; with Cabin, \$3.

3rd Class—Single, 40 cents; Return, 60 cents.

Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the excursion day, will be allowed to do so the following day (Monday) on production of the "Return Half Ticket." Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 11th August, 1906.

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NOTICES.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHE LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAELLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SACHSEN WEDNESDAY, 12th September.

PRINZ HEINRICH WEDNESDAY, 26th September.

GNEISENAU WEDNESDAY, 20th October.

PRINZ LUDWIG WEDNESDAY, 24th October.

PRINZESS ALICE WEDNESDAY, 7th November.

ROON WEDNESDAY, 21st November.

BUELLOW WEDNESDAY, 5th December.

PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.

PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January.

SEYDLITZ WEDNESDAY, 16th January.

PRINZ HEINRICH WEDNESDAY, 30th January.

GNEISENAU WEDNESDAY, 13th February.

PRINZ LUDWIG WEDNESDAY, 27th February.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 65 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles) all being tested by Lloyd's surveyors.

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 373, 500, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE.

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about

<tbl_r cells="5

Intimation.

W.M.
POWELL
LTD.,
ALEXANDRA
BUILDINGS.

LACE
CURTAINS

Large Variety.

3 yds.	\$ 2.30 to \$ 6.00	a pair.
3½ yds.	8.75 to	9.50
4 yds.	4.75 to	10.50
4½ yds.	6.75 to	13.50
5 yds.	10.00 to	21.00

MUSLIN
CURTAINS

Splendid Selection.

80 cents to \$2 a yard.

Madras (White & Ecru).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

POWELL'S
HONG KONG.

Hongkong, 25th August, 1906.

Intimations.

K. A. J. OCHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) 1 ADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAID),
HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [830]

HONGKONG JOCKEY CLUB.

MEMBERS wishing to SUBSCRIBE for
"SUBSCRIPTION" GRIFFINS for
our next Race Meeting are requested to notify
the Undersigned before SATURDAY, the
8th September next.

By Order,

T. F. HOUGH,
Clerk of the Course,
Hongkong, 29th August, 1906. [835]

HONGKONG GYMKHANA CLUB.

THE Fifth Meeting of the Season will be held
at the Happy Valley, TO-MORROW,

the 8th instant, commencing at 4 P.M.

The Charge of Admission will be \$1.00 for
others than Members of the Hongkong Jockey
Club or Gymkhana Club.

The Committee invite the Ladies of Hung-
kong to be present.

Post Entries will be accepted for Event
No. 4.

C. G. MACKIE,
Hon. Secretary,
Hongkong, 7th September, 1906. [839]

BLACKHEAD & CO.,
SHIPCHANDLERS, SHALMAKERS,
COAL AND PROVISION MEA-
CHANIS, NAVAL CONTRACTOR
AND GENERAL COMMISSION
AGENTS.

GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONG KONG.

SOAP AND SODA MANUFACTURER.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR-
LAUNCHES,

FERGUSON'S SKILL CREAM

P. & Q. SPECIAL LIQUER SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES,
ALWAYS IN STOCK

REASONABLE PRICES.

Hongkong, 20th March, 1906. [840]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司 公 有限公司

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their

FURNITURE STORE
at

No. 35, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.

S. Watson & Co., Ltd., Firms and other leading

Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906. [846]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCAN-
TILE ADMINISTRATION OF THE
YUET-HAN RAILWAY COMPANY,
LIMITED,

in the Kwang Tung section, Chinese Civil
Engineers or Engineering Students having
experience in Railroad preliminary, location
and construction. Must be capable of handling
any kind of Railroad Instruments on field work.

Address applications, giving training, refer-
ences, experience and samples of work, to—

H. E. CHANG,

President of the Kwang Tung Mercantile
Administration of the Yuet-Han Rail-
way Company, Limited.

Canton, 1st August, 1906. [849]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to sell by
PUBLIC AUCTION,

ON MONDAY,

the 10th September, 1906, at 11 A.M., at the Hong-
kong and Kowloon Wharf and Godown
Company's Godowns, Kowloon.

6.—DAUCEVILLE TRUCKS.

6.—AXLE-BOXES for same.

18 AXLES.

6.—WHEELS.

9 OIL CUPS.

IN ONE LOT.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Note.—The Trucks can be converted into
Tipping Waggon and are suitable for filling
in purposes.

Inspection orders can be had from the
Auctioneer.

Hongkong, 3rd September, 1906. [80:

PUBLIC AUCTION.

M. GEO. P. LAMMERT has received
instructions from the Second Mortgagors
to sell by
PUBLIC AUCTION,

ON MONDAY,

the 17th day of September, 1906, at 3 o'clock
in the afternoon, at his Sale Rooms in

Duddell Street.

(Subject to a First Mortgage of \$25,000
and interest)

All that the Vendor's interest as a Second
Mortgagor of and in the RECLAMATION
TO MARINE LOT 221 with the House
situate thereon, and known as 155, Connaught
Road Central, and 309, Des Vœux Road
Central. The premises are held under Re-
clamation and Possessory Agreements by which
the owner of the premises is entitled to a Crown
Lease of the same for 999 years upon the
terms and conditions contained in such Agree-
ments.

Area 2,240 square feet.

Annual Crown Rent \$4.

For particulars and conditions of sale
apply to—

Mr. GEO. P. LAMMERT,
No. 3-Duddell-Street,
Auctioneer.

or to—

Messrs. JOHNSON, STOKES & MASTER,
No. 8, Des Vœux Road Central,
The Vendor's Solicitors.

Hongkong, 1st September, 1906. [879]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by
PUBLIC AUCTION,

ON

TUESDAY AND WEDNESDAY,

the 18th and 19th September, 1906, at 10 A.M.

each day, at H. M. NAVAL YARD,

SUNDAY NAVAL, VICTUALLING,
OBSOLETE AND CONDEMNED
STORES,

Comprising—

BOATS' ENGINES and BOILERS,

LATHES, TURNABLES, ANCHORS,

MOORING SINKERS, RIGGING, TWO

CRANES, BOATS, OLD CABLE, CHAIN,

ELECTRIC CABLE, STEEL, WIRE

HAWSERS, BRASS, COPPER, IRON,

PAPER-STUFF, CANVAS, FURNITURE,

MISCELLANEOUS TOOLS, BLANKETS,

WINTER CLOTHING and MATERIALS,

CASK STAVES, KNEE BOOTS, SUR-

PLA PROVISIONS including MARMA-
LADE and COFFEE, OFFICERS' MES-
TRAPS, TOBACCO, &c., &c., &c.

TERMS OF SALE.—As customary.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 3rd September, 1906. [854]

For Sale.

TUBORG BEER.

A FIRST Class PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6-lb. pints.

Special Prices for Quantities
Sole Agents.—

SIEMSEN & CO.,
Hongkong, 10th January, 1906. [852]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

In Casks of 375 lbs. net \$4.75 per Cask
ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag
ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 30th September, 1906. [853]

FOR SALE.

WELSBACK'S IN-
DOOR and OUT-
DOOR 4-LIGHT
GAS ARC LAMPS,

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, CHIM-

NEVS, GLOBES,
SHADES, &c., &c.,

and INCANDESCENT
GASOLINE LAMPS of
all descriptions from best
makers,

NAPITHA of the best
kind for GASOLINE
LAMPS and GASOLINE
ENGINES, kept in stock.

TAI KWONG CO.,
100, Des Vœux Road Central,
Hongkong, 1st September, 1906. [849]

THE HONGKONG TELEGRAPH,
FRIDAY SEPTEMBER 7, 1906.

HONGKONG GYMKHANA CLUB.

THE PROGRAMME.

The fifth meeting of the Hongkong Gymkhana Club will be held at the Happy Valley on Saturday next, 8th inst. Following is the programme—

1 P.M.—ONE MILE AND A

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
'RAINIER.'

Per Case of 4 doz. quarts ... \$10.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 10.50
Per Doz. Pints 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 4th September, 1906.

NOTICE.
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Ice House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for
any rejected MSS. nor to return any Contribution.SUBSCRIPTION RATES (ON ADVANCE).
DAILY—\$50 per annum
WEEKLY—\$18 per annum.The rates per quarter, and per month, proportionally.
The daily issue is delivered free when the address is
accessible to messenger. On copies sent by post an
additional \$1.50 per quarter is charged for postage.
The postage on the weekly issue to any part of the
world is 80 cents per quarter.

Single Copy, Daily, ten cents; Weekly, twenty-five cents.

MARRIAGE.
On June 13, at Saint Martin-in-the-Fields,
Charing Cross, RICHARD SADLER FREEMAN
McBAIN, of Shanghai, to CECILE MARIE MC-
BAIN, of Shanghai.

DEATHS.

On September 1, at Shanghai, HARRY SMITH,
aged 35, late managing director of the China
Printing Co., Ltd.At Shanghai, on the 1st September, THOMAS
DAVIES, late and Engineer, China Merchants
S.N. Co., aged 37 years.On September 2, at Shanghai, Dr. CURT
SCHOLZ, acting Consul-General for Germany,
aged 37 years.**The Hongkong Telegraph**

HONGKONG, FRIDAY, SEPTEMBER 7, 1906.

"C. S. O."

Some people outside the pale of the public service must have wondered from time to time what was the meaning of those mysterious letters "C.S.O." They may take comfort from the fact that in confessing their ignorance they are in good company. It seems that the letters "C.S.O." which have been the subject of questions, answers, minutes, and objections at the Sanitary Board, stand for Colonial Secretary's Office, though it must be confessed that one stands amazed to learn that such a great and sturdy bulwark of the Colony, not to say the Empire, is allowed to be referred to in such a slipshod, flippant, off-hand, even impudent manner. It is just possible that the honourable gentleman who occupies the honourable office of Colonial Secretary for the nonce is also actually designated the "C.S." by the junior members of the staff. But they will be righteously punished even as those who cried in former days "Go up thou bald head!"

THE CONDUCT OF INDIAN
CONSTABLES.

for they shall not see grace. They will never attain the height of being described as sterling men—but that is beside the question. The members of the Sanitary Board, or at least the unofficial members, that is to say, the accredited representatives of all classes in the community, desired to know why the "C.S.O." were withheld from them. And here is another puzzle: Should anybody send a document to the P.W.D., for example, which has to be referred to the Governor, the D.P.W. forwards it in a covering letter to the Colonial Secretary. In the office of the latter, the P.W.D. communication is "jacketed." On its wrapper is noted a *privilegium* of the contents, the origin of the communication, and the date of receipt. It bears a distinctive number and now becomes a full-fledged C.S.O.—as distinguished from "O.O.D." (Colonial Office Despatches)—and is assigned to a position in the registered official archives as a C.S.O. relating to a particular subject. The Colonial Secretary, or C.S., notes on the wrapper his opinion and sends the C.S.O. to His Excellency the Governor. His Excellency, after considering the remarks, or "minutiae," as they are officially termed, of the C.S. and the D.P.W., endorses it with his views and returns it to the C.S. who again adds a memo, and once more it reaches the D.P.W. If the latter is in good form, the wrapper, with the document inside, may start on another journey round the official globe, and if the writer of the document ever hears of it, again in this life he may thank his lucky stars. Now, the C.S.O.'s to which the members of the Sanitary Board referred mean the endorsements on the wrapper containing the document. Occasionally it happens that a member desires to know why an application has been refused without explanation, but no answer is forthcoming. A glance at these endorsements would shed light on the subject at once. When the unofficial members, therefore, expressed a wish that these C.S.O.'s might be placed before them they were only asking for what would enable them to do their duty by their constituents. The unofficials are not supposed to be men of departmental knowledge. They need not even have a thorough acquaintance with all the modifications of the various rules and regulations as interpreted by the Court. They are selected because of their business acumen, representative character and probity. They are not clockwork machines or automata to be wound up and set going by the officials. But as things stand, at present, it would appear that all they are required to do is to attend the Board, nod their heads at the appointed time, repeat the responses, sing "amen," bow their heads for the presidential benediction, and clear out. They are not put in possession of the facts of each case. They may harass their minds trying to fathom why they decided, in accordance with the wish of the official element, to do this or to do that, but they will be most useful if they sit bored and wonder if the world is flat. The real business of the Board is carried on by means of these C.S.O.'s. All the information they require, all the whys and wherefores, all the facts, all the pros and cons are contained on the wrappers known as the C.S.O.'s. Yet they are withheld from the unofficial members. Why? Surely not because the heads of departments object to their remarks being scrutinised and criticised. Surely not because they wish to reduce the unofficial members to the position of puppets. Then why all this Star Chamber conduct? If the unofficial members, the members who represent the justices, the ratepayers, the merchants, shopkeepers, property-holders, etc., even the coolies, are not to know why a motion was vetoed what is the use of being members of the Sanitary Board? It cannot be said that the officials fear that the Press might get hold of some unguarded endorsement. For, as everybody knows, half the business of the Sanitary Board is conducted in private as it is. True, nobody seems to lose by all this secrecy; nobody tries to become clairvoyant in order to read the hidden doings of the Board behind barred doors. But it would be interesting to know how the unofficial members manage to keep pace with the officials if they get no inkling of the reasons which led to the rejection of this or the approval of that. Manifestly, if the Board is to be of any value, anything that concerns the Board as a whole should be brought to the knowledge of the Board as a whole; otherwise, the business must be mostly cut-and-dried before it comes to the Board. It has been said that no reasonable man would believe that any of the heads of the departments would, fear the light of day—as represented by the unofficial members—being allowed to shine on the endorsements on the C.S.O.'s. But in face of the facts, and human nature being what it is, what is one to think? It would be much more satisfactory if His Excellency the Governor, or whoever has the authority, should ordain that all documents, endorsements, opinions and suggestions relating to any matter coming before the Sanitary Board should be at the disposal of the members at the fortnightly meeting, or at any other reasonable time, so that in coming to a decision with any object the members should be in a position to give a decision based on a full reformation and reorganisation of the Indian squad of policemen in Hongkong.

LOCAL AND GENERAL.

THE Colonial Secretary informs us that the following telegram has been received from H.M.'s Consul at Bangkok:—"Quarantine removed, but vessels must call at Koh Khris for inspection."

THROUGH the courtesy of the agent of the Canadian Pacific Railway Company in Hongkong, we are in receipt of the nineteenth annual report of the Vancouver Board of Trade. It should prove of the utmost interest to any one contemplating a visit to the garden of Canada.

INFORMATION has been received that the transport *Soudan* will arrive here, with the 3rd battalion Middlesex Regiment, on the 30th October, leave for Taku on 3rd November, arrive there 11th, leave 13th, arrive Hongkong 20th, and leave Hongkong with 2nd battalion Royal West Kent Regiment for Singapore on 28th, arriving at Singapore 4th December. The transport *Stella* will arrive here on 13th December and leave for England on the 21st December.

M.R. T. F. Hough, of Messrs. Hughes and Hough, auctioneers, was just about to offer for sale by public auction, this morning, at their saleroom, the valuable leasehold property known as Kowloon Inland Lot No. 540, which carries an annual Crown rent of \$566, and has an area of 123,232 square feet, when Mr. R. Harding, of Messrs. Ewens, Harston and Harding, solicitors for the mortgagees, appeared and withdrew the sale, as the matter had been settled between the parties.

By kind permission of Lieut.-Col. A. G. Fitton, D.S.O., and Officers, the Band of the 2nd Batt., "The Queen's Own" (Royal West Kent Regt.), will play the following programme of music, during dinner at the Hongkong Hotel, on Saturday, 8th inst.:—

March "Die Kaiser Brigade" Möller
Selection from "The Celts" Jones
Valse "Gold and Silver" Lehrer
Marurka "Salut au Clair" Misia
Song (Coronet Solo) "Mona" Adams
Selection from "The Toreador" Monckton
Spanish Quickstep "La Manchica" Bone-Clerc
Got Save the King.

STANDING in the witness-box, exhibiting to the Court a white cotton long coat, besmeared with blood, one eye in deep mourning, his nose a trifle blunter than was natural, and his left ear swollen, a "boy" employed in the Cafe Welsman appeared before Mr. H. H. J. Gompertz, to prosecute Albert Kiessling, chief cook of the cafe, for assault. The cook wanted to settle the matter and offered the complainant \$10, but the latter would not listen, saying that such a mauling could not be settled for \$100. According to his evidence complainant left work a bit earlier than was the rule of the cafe, and when he returned, the following morning, defendant "fixed him." His Worship held as offence had been committed and fined the cook \$10.

ONO Min, a boatman, of Yatnamai, was arraigned before Mr. F. A. Hazelton, at the Police Court this morning, by Inspector Macdonald, on a very serious charge—that of attempting to do grievous bodily harm to his wife yesterday, by rubbing so corrosive powder on her neck and face. Wong pleaded guilty, but held that she deserved all she got. He said that the woman was bad, and of late she had been disappearing from the boat for days. When she returned she refused to give an account of herself. On the last occasion he had to go and fetch her home. He rubbed the powder on her neck and face, because he knew another man had taken a liking to her, and by attempting to disfigure her "goods look" he hoped that liking would evaporate. The fast young woman, who could scarcely seem to be dangerous characters—strutted the streets like turkey-cocks, turning up their noses at European trash, and taunting coolies about if they were ninepins. The Captain Superintendent of Police may be unaware of the fact, but it is common talk that the Indian policemen are disgraces in Hongkong. Their supercilious behaviour, their insolence to residents and particularly to European visitors who innocently fancy that a uniformed Indian constable is appointed to direct strangers to the best of his ability, and certainly with some degree of politeness, are simply intolerable. They arrogate to themselves the rights of potentates in Hongkong, whereas, in their own country they would be crawling in the dust at the feet of a foreigner. Now comes the climax when they begin by openly insulting citizens, beating them in the most blackguardly fashion, and then running them as they would a couple of social pests. So much is known, but how often have these same Indians been the direct means, by false testimony, of sending perfectly innocent persons to prison? The entire Indian squad should be overhauled; there may be good members of the tribe in the force, but they manage to elude the vigilance of the public. The Captain Superintendent of Police has only to consult a few independent witnesses to learn the general opinion regarding the Indian constables, and, in this case, it is his duty to see that the full effect of the law is brought home to the perjurers. Unfortunately, all these things reflect on the character of the European members of the force, against whom there is not, as a rule, a word of reprobation. The Chinese constables behave civilly and are certainly picturesque. But the Indian constables are past words. It will be a good thing for the community if this unprovoked assault on decent citizens—combined with the concerted evidence of the constables arranged with almost diabolical cunning—leads to a thorough reformation and reorganisation of the Indian squad of policemen in Hongkong.

ALBERT Hanson and Carl Johansen, German seamen, were charged before Mr. H. H. J. Gompertz, at the Police Court, this morning, by P. C. Murphy and Sergeant Aris, with being drunk and disorderly in the Sailor's Home, yesterday. Murphy said that Hanson was trying to get up a fight. There were between 6 and 70 Chinese seamen in the Home, and Hanson was pulling and tugging at the men, in the hope that they would take up the challenge. Because the natives refused to give Hanson a couple of rounds, he got very noisy and disorderly. He said he was feeling fine for a scrap, and the reason why the Chinese would not take their coats off was because they were afraid of being annihilated. Hanson was arrested. Johansen, on the other hand, had more money than was good for him. At the time he was arrested he was flinging his money about to the great delight of the street Arabs. Both knew nothing of what occurred on the previous day, but admitted being intoxicated. They were fined \$5 each.

A MOST amusing incident occurred on the Praya, just east of the Yumati ferry wharf, about 11 o'clock this morning. A Chinaman and a woman were walking along together, chattering in the usual loud-toned manner peculiar to the Oriental, the woman carrying a basket containing vegetables and eggs, when a small girl, of some six years of age, or so, running backwards, bumped into the basket, and it is to be assumed, broke some of the eggs—at least the couple assumed it as a fact, for the woman put down her basket, caught hold of the child, and gave her a sound thrashing, the latter, the while, emitting heart-rending gales. But her screaming was soon stopped, and stopped very suddenly, for the man picked up an oil-drum filled with water, and emptied the contents over the youngster, so that she gasped for breath, and could not utter a sound. It was somewhat drastic treatment to mete out to such a tiny mite for what was a simple accident, especially as, after all, it was quite possible that none of the eggs were broken.

CANTON DAY BY DAY.

ANOTHER COOKE AGITATION FEARED.

[From Our Own Correspondent.]

Canton, 5th September. The chair bearers in Canton have already given up the strike and are now engaged at work as usual, but it is feared that another agitation may arise. The Captain Superintendent of Police has issued a notification stating that the carriers have to be registered *ad hoc* and will obtain licenses without any charge. With regard to the regulations to which they are unwilling to submit, a petition must be sent to the Police Department for consideration. The police are instructed to discover the chief agitator and those who have committed riots in the streets.

CONSIDERATE RUMBERS.

The house of Leung Han-lim in Fatshan was looted at midnight on the 26th day of the 6th moon (5th August). The robbers said to Leung Han-lim, "Do you want the pawn tickets of the booty returned?" "Yes," he replied. No arrests have been made. A few days ago several pawn tickets in an envelope, bearing the name of Leung Han-lim, were left at the door of his house.

THE FIRE GOD FESTIVAL.

The Canton Police Department notified that all the representatives of *Kafeng* in the city have to be registered, the object being to prevent demonstrations on the occasion of the "Fire God" festival, by erecting marshals in streets, which is the custom in Canton. A large sum of money is spent every year on these celebrations.

Canton, 6th September.

YUET-HAN RAILWAY COMPANY'S MONETARY SCHEME.

A meeting was held on the 5th day of the 7th moon (3rd inst.) in the head office of the Yuets-han Railway Company to consider the question of the casting of dollars in the Canton mint. Mr. Chan Kun Ying, the chief manager of the company, has petitioned Viceroy Shum to grant the company this privilege and the question is now under consideration.

THE HONAM THEATRE FIGHT.

Another meeting was held in the Kwong Yan College at Canton, where nine scholars of different Colleges were elected as representatives to present a petition to the Pun Yu magistrate praying that the Honam Theatre should be closed. The matter is still pending.

AN EXEMPLARY SENTENCE.

Wong Kit-sik, Chan Tsui and Chan Shan-chuen, employed as letter carriers in the China Inland Postal Office, were charged by the Postmaster with disorderly conduct. They were sentenced by the Nam Ibo magistracy to one year's hard labour each, in the Canton Industrial Factory.

LATER.

The news of the stranding of the *Sheridan*, excited great interest here, which was relieved when the passengers were reported in no immediate danger. The steamer has gone half her length over the reef, and is now fast amidships.

There was considerable of a shock, and the main steam pipe burst when the engines were reversed. The boats are in good order, and can accommodate all if necessary, which is not anticipated.

The *Sheridan*'s condition is regarded as critical should a strong wind arise. The passengers have not been removed, but arrangements are being made to do so at short notice. They have confidence in the officers, and there is no panic. At present the weather is quiet, so there is no need for alarm as to their safety. If the passengers are ordered to leave the ship, they will be accommodated at Honolulu until another ship can be sent—*Manila Cablenews*.

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ANOTHER IGNORANT COXSWAIN FINED.

At the Marine Court yesterday morning, Hon. Captain L. A. W. Barnes-Lawrence, Marine Magistrate, presiding, Mr. Edward Jones, assistant Harbour Master, charged Li Man, master of licensed steam launch *Kwong Sing*, with unlawfully using the steam whistle of his launch, on the 6th inst., in Victoria Harbour, contrary to Regulation 9, of Ordinance 10, of 1899.

Mr. Jones stated that shortly before noon yesterday, the defendant's launch was proceeding through the harbour to the eastward, at a high rate of speed. When abreast of the Harbour Office he gave a prolonged blast on the whistle, evidently as a signal to some sampans ahead of him. A few seconds later he gave another prolonged blast on the whistle, but never altered his course, or moved his helm.

Li Man said there were some sampans under weigh on his starboard bow, and he whistled to them to hurry their movements.

The defendant was then examined in the use and meanings of the blasts on the whistles, but showed he did not know them.

He was fined \$5 with the alternative of seven days' imprisonment, and warned to study the use of the whistle.

SIGNALLING AT SEA.

NEW ADMIRALTY REGULATIONS.

The Admiralty, we understand, are about to issue a new set of regulations for the signalling between British men-of-war and merchant vessels at sea, both during the day and at night. These new regulations are not intended to abridge, or in any way alter the international code of signals, but merely to frame a set of rules affecting only British vessels. For this purpose they are issuing a manual to explain the new means of signalling, and signalling by the moveable semaphore, and by the Morse system, both flashing and pyrotechnic, is also fully explained. The importance of this new move and of these systems cannot be over-estimated, and no doubt the expectation that they will be generally brought into use in the Mercantile Marine will be fully realised. The pyrotechnic Morse code is very simple and efficient, though somewhat slow, as a substitute for the flashing system, but in its favour it may be said that no particular skill or practice is necessary for its use, with the exception of the attention to the intervals, as required by the regulations.

SHIPPING AND MAILS.

MAILS, DUE.

German (*Gneisenau*) 10th inst., 10 a.m.

Canadian (*Monteagle*) 11th inst.

German (*Sachsen*) 11th inst.

Indian (*Kutang*) 13th inst.

Canadian (*Empress of China*) 23rd inst.

TELEGRAMS.

[Reuters.]

London, 5th September.
The Canadian Pacific Mail Service.
The Empress of China left Vancouver at schedule time.

The Hamburg-American Line.
The Hamburg-American Line announces an intention of issuing £1,000,000 new capital, to build ships for the improvement of their services.

The proposals of the Hamburg-American Lines include an increase of the service in Chinese waters and a provision for suitable ships for the Sudan and Persian Gulf ports.

The Pope and the French Bishops.
The French Bishops have telegraphed to the Pope, expressing their gratitude for the Encyclical and promising their obedience, in spite of perils and trials.

Later.

Russia in China.
Russia has established a consulate-general at Harbin, Mukden, Kirin, Tsitsihar and Dally, and is replacing agencies from the Foreign Office.

The Real Estate and Trust Company.

Three officials of the Real Estate and Trust Co., of Philadelphia, have been arrested and charged with defrauding depositors of many millions of dollars.

It is estimated that the failure will exceed \$10,000,000.

Great Britain and Germany.

An inspired article in the *Deutsche Revue* on Anglo-German relations, declares that a very frank and unconstrained discussion on the general situation occurred at the meeting between King Edward and the Kaiser, and the *Revue* suggests that the meeting paved the way to an Anglo-German entente.

The London *Times* commenting on this sees no reason for a quarrel with Germany, but relations cannot under present circumstances acquire the same intimacy as our relations with France.

THE DKRP BAY TRAGEDY.

ALLEGED MURDERERS ON TRIAL.

That portion of the Police Court which is set aside for native spectators was packed with sampan people this afternoon when the case in which five native fishermen, crew of a deep sea fishing junk, who were recently extricated from Macao, lined up in the dock in answer to a charge of murder. The prisoners were alleged to have murdered the master of the junk, his wife and son, on the night of August 2nd. Mr. F. A. Hazelton heard the case. The prisoners—a tough-looking lot—pledged not guilty to the charge. Mr. P. P. J. Wodehouse, assistant superintendent of police, conducted the case. Inspector Langley and Sergeant Wilden—who made the capture—of the Water Police, watched the case for the police.

The first witness called by the police was the nephew of the murdered captain, who, it will be remembered, was flung into the sea by the mutineers, and six hours later rescued by a passing junk. He is merely a boy.

THE CAUSE-OF THE MURDERS.

There was a difference of opinion as to the real cause of the crime, when it became known.

According to the nephew the prisoners wanted the master of the fishing-boat to quit doing peaceful trade and to turn pirates. This the captain would not do. Then the prisoners were alleged to have turned against him. What they wanted was for the master of the junk to sell his fishing craft, purchase a couple, but smaller, junks, and start their nefarious trade.

That the master of the junk was a peaceful man, and that he would not join in with their schemes, but threatened to dismiss them if they insisted on turning pirates, was evident, for, according to the nephew, the prisoners mutinied on the night of 2nd August, and bore down on the master and his family, armed with bamboo poles. The lad could only speak after this of what he heard for he was immediately seized and locked in the hold. In the hold of the junk he heard a great commotion on deck and could hear what was said. When the excitement was also over he heard a splash in the water and heard one of the crew said: "We've killed the master!" After about half an hour's confinement he was brought on deck by one of the prisoners and he was asked if he wanted to join them as pirates for a period of two years. They went into details, giving particulars as to the different places they would frequent, emphasizing the fact that the work was easy and chances of capture small. Nevertheless, the boy refused point blank to go with them and he too was pitched into the water. He swam around for a while and heard the order given to hoist sail and a few minutes later the junk left the port. He was then picked up. Then followed the report to the police and the departure of Detective-Sergeant Wilden to Macao in search of the prisoners. In the guise of a "sportsman" Wilden laid his quarry by the heels and brought them back to Hongkong. When the prisoners set sail, after disposing of the master and his family, they took with them his daughter. She will be called probably to-morrow afternoon to corroborate the evidence of the nephew and to relate the occurrences that took place on board after the murder of her parents and her treatment while in the hands of the alleged murderers.

AFTER THE WAR.

THE "FRANKLIN" CASE.

HOW IT WAS TREATED IN HONGKONG.

A well known member of the shipping community in London, whose opinion is entitled to the highest consideration, referring to the paragraph we reproduced from the London press, on the subject of an action for damages for malicious prosecution, and for wages, by the crew of a vessel which called at Hongkong during the recent war, notes that the judgment of Mr. Justice Lawrence, in the King's Bench Division, would seem to reflect on the action taken in Hongkong. According to the paragraph in question Mr. Justice Lawrence said the *Franklin* started in February, 1905, from Cardiff, with a cargo of coal, and came to Hongkong, where the crew were told that they were expected to proceed to a port in Japan. The men refused, whereupon they were taken before the Harbour Master, who committed them for 70 days for impeding the navigation of the ship. They went to prison, and the ship proceeded to the Japanese port. The men claimed wages from the time they left Hongkong until they arrived in England. Judgment was that the plaintiffs were entitled to wages up to the date when they arrived in England. No damages could be claimed for malicious prosecution. A stay of execution was granted, as it was a very important matter to the shipping world.

In view of the interest which is being taken in shipping circles in the matter, our correspondent gives the conclusions of the Marine Magistrate in Hongkong in summing up, when the crew of the *Franklin* were tried before him, on a charge of impeding the vessel.

The Hon. Captain Barnes-Lawrence, R.N., said:—"There are three points of view affecting such cases, which have to be taken into consideration:

(1) You deliberately signed Articles to proceed to certain latitudes, which embrace both Asiatic-Kussian and Japanese Ports, at a time when you knew those countries were at war, and also when you must have been aware that your cargo (coal) is regarded by both these nations as "Contraband of War," and yet you wait until an measurable distance of your final port of discharge, which you were also aware was in the Far East, to create difficulties which have involved serious delay to your ship and consequent loss to her owners. In knowledge also of the fact that similar difficulties had been created, during some considerable period before you signed on, by other crews, you have deliberately chosen your own time to make representations on the subject now, instead of doing so when—before signing on—you had the opportunity.

I assign no reason for your act, beyond the statements you have made; but to show you the difficulties that sometimes occur in judging these cases, I would point out that, in one or two cases recently, when men have been similarly circumstanced, they are reported to have since declared that their engagements were "put up jobs" before they signed on, with the intention of obtaining passage home, spent in idleness, and to sue the owners for full wages up to the time they arrived in England.

(2) The next point is, how far owners can be expected to go, in having it stated on the agreement that their vessels are carrying contraband, for without some such statement, attitudes, such as you have taken up, are rendered impossible. An agreement to this effect in the ship's articles would condemn the cargo—if captured—without question, and running with contraband might have to be abandoned. If the reasoning powers of the crews during the earlier stages of the war were at fault when signing on, it can hardly be contended that such is the case now—12 months later—when men must surely be aware what they are committing themselves to.

(3) No conclusion has, so far as I am aware, been come to in England as to how these cases should be treated, but the line I have consistently taken since the commencement of the war has been (and this is the third point alluded to) what risk is likely to be encountered in the voyage between Hongkong and the port she clears for. If the risk of capture and personal danger to life may be reasonably thought to exist, I have not, in several instances—in spite of the foregoing considerations—exacted the fulfilment of the agreement. (At the time these men refused duty, the Baltic Fleet had not reached Singapore, the Port Arthur Fleet had been destroyed and the remnant of the Vladivostok Squadron was blockaded in that port.) On the other hand, where no apparent risk can be shown, I have endeavoured to point out to those concerned, and usually with success, that it is their duty to proceed; otherwise they are liable to punishment.

Before acceding to the master's request that your action in having impeded the progress of the ship should be dealt with, I would ask you to consider well the points I have placed before you, and trust that you will take advantage of my willingness, and that of the master, that you should, even at this stage, return to your duty."

The crew were given 24 hours to consider the master.

They were not given military confinement; nor even hard labour which was purposely omitted when awarding the punishment. Also they were to be put on board the *Franklin* had she returned to Hongkong as was expected by the master before the expiration of the sentence.

In these circumstances our correspondent holds that the Magistrate performed his duty according to the fairest interpretation of the law, and the strict letter of the Articles, which gave satisfaction to shipowners whose interests must receive adequate protection by the Court.

This most mixed population in the world is probably that of British Guiana. There is an admixture of French, Dutch, Spanish, British, Coolie, and Indian blood.

GYMKHANA TOPICS.

The fifth and last gymkhana meeting of the season is to be held at Happy Valley to-morrow afternoon, weather permitting. Small field will probably be the order of the day, but we may expect to see out some fresh blood. The rains of the past few days have wonderfully improved the surface of the race course, proper, and should the ensuing twenty-four hours be dry a flying course and fast times may be anticipated. Of course, it is not to be expected that outsiders will roll home, as the form of the ponies has been brought down to a fine point and almost every other spectator of the training gallop is the proud possessor of a stop-watch and works the times down to decimal points so that the person who follows the tips of your truly may confidently expect to return home with dollars to the good.

The fresh blood already referred to are the following ponies: Ionic (Hon. Mr. W. J. Gresson), a consistently fast timer, and F. B. Deacon's Aethelbert, whose performances will be referred to later in our times and tips.

The first race of the meeting has brought out the following entries—Mr. Bruton's Preston, Mr. Clarke's Pathan, Hon. Mr. W. J. Gresson's Ionic, Mr. Hickman's Roscommon, Mr. Macdonald's Highland Gillie, Mr. Otter's Aethelbert.

The pick of this basket at the weights is undoubtedly Pathan. Roscommon is well in at last, and as he has run consistently all through the season may prove himself to be the outsider. Aethelbert has been galloping in splendid style and as this will be his *début* in Hongkong he will probably have a good following. Highland Gillie, with the weight of 1st, 5lb., is hopelessly handicapped out of it. There were only three pounds difference between this pony and Pathan on the last occasion, and, it will be remembered, Highland Gillie only won by a head. Now he has to concede Pathan's 10lb., and if the owner should ride, an additional five pounds! key allowance would be added, which on paper gives Pathan a three lengths' victory. Therefore my tip for this race is Pathan, with a "saver" on Aethelbert.

The next event is the Distance Handicap which has brought out the following entrants:

Mr. Clarke's Pathan, Mr. Clarke's Lammere, Capt. Coleman's Linkman, Father O'Flynn's Merrymite, Hon. Mr. W. J. Gresson's Mamodeen, Mr. Hyne's Ingot, Mr. Macdonald's Highland Gillie, Mr. Godfrey Master's Mango, Mr. Otter's Red Herring, Mr. Otter's Aethelbert, Mr. Reinbeck's Saxon.

To those who have worked out times and form to the afore-mentioned decimal point Ingot appears to have the rosier chance, but should one of Mr. Otter's or Mr. Clarke's start, which I do not consider at all likely, either may win.

We now come to, in some people's estimation, the only race of the meeting. Although this is open to criticism, as a great many owners and jockeys prefer the handicaps, for the following reasons:—(1) There are only two prizes, (2) ponies that arrive in Hongkong late have no possible hope of winning, (3) owners, who think they have no chance have not yet reached that stage of ultraism in which they run their ponies to make up a field. The race, to be run to-morrow, although it may see a field of three, has practically developed into a match between Blue Nile and Kingston, and even if the third pony Ionic, who has arrived late on the field or battle, should win, which I consider most likely, it will not affect the result in any way. My tip for this race is therefore the game little pony Ionic, who last evening put half a mile behind him in 1 min. 2.25 sec., last quarter 30.5 sec. Entries—Mr. Bruton's Kingston, 1st 10lb.; Hon. Mr. W. J. Gresson's Ionic, 1st 6lb.; Mr. Godfrey Master's Blue Nile, 1st 2lb.

5.30—Ladies' Nomination—"Aunt Fally" Race—Dolls to be placed at intervals across the course. Gentlemen to start mounted opposite Judge's box. On a given signal they are to ride to a point indicated and there dismount, pick up a bundle of sticks and return to starting point when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her doll in the least number of throws and in the shortest space of time. Entrance fee \$3.; 1st prize: presented by the Club; 2nd prize: presented by the de voted Sisters, whose self-assumed mission it is to look after the sick and the suffering in the wards of the General Hospital. But nothing could avail to save him, and Dr. Schulz passed away 1.30 a.m. yesterday.

The deceased official was only in his 37th year, a remarkably early age for the very high position which he had attained in the Consular service of his Sovereign. His exceptionally rapid advancement was solely due to his own distinguished merit and ability, and it was confidently expected that the very highest positions which are within the gift of the German Foreign Office, would have been his had he been spared to fill them.

The deceased was a native of Goerlitz in Silesia and was in his very early manhood when he entered the service of the Foreign Office, which he did as soon as he had completed his prescribed term in the German Army, in which, at the time of his death, he held the rank of First Lieutenant of the Reserve.

Having remained two years in the Foreign Office in Berlin Dr. Curt Schulz was appointed Vice-Consul for Germany in New York, after which he was recalled to the Foreign Office and appointed Reporter.

During his second term at headquarters he had the rank of Councillor of Legation conferred on him, and was decorated with the Order of the Red Eagle of the Fourth Class.

On the 26th May, 1904, the Imperial Chancellor Prince von Buelow, appointed Dr. Schulz to the post of Consul in Hankow, and the deceased came East, taking up his office in September 1904. He remained in Hankow until Dr. Knappe went home in October 1905, when Dr. Schulz was appointed Acting Consul-General in Shanghai, arriving here on the 19th October to assume office.

During his short term in Shanghai he discharged his high duties with distinguished ability, and endeared himself to everybody who was brought into contact with him, by the courtesy and general kindness which marked his intercourse with high and low. His death in the midst of his brilliant career has come with the shock of a personal loss to the German community, who have the heartfelt sympathy of the entire body of foreign residents.

Schulz was unmarried and his nearest relative is his mother who is at home in Goerlitz.

THE FUNERAL.

The funeral, which took place at the Bubiling Well Cemetery yesterday afternoon, was carried out in the presence of an immense concourse of people, including practically the whole of the German Consular staff, a large party of German Naval officers, representatives of all the foreign Consulates in Shanghai, many other official personages and most of the prominent members of the German community.

A guard of honour was furnished by B. M. S. Jaguar, reinforced by a strong detachment from the German Company, S.Y.C., and at the close of the service, which was most impressively conducted by Pastor Bois, the remains were solemnly committed to the earth with every mark of sorrow on the part of those who were present to witness the sad proceedings.

THE TURF ENTHUSIAST.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—

On the 7th at 11.45 a.m.—The barometer has risen over the S. and N. coasts of China, over Central Japan, S. Formosa and at Manila.

FORECAST.

1.—Hongkong and neighbourhood, E. to improving.

2.—Formosa Channel, N.E. winds, freshening.

3.—South coast of China between Hongkong and Lantau, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE RICKSHA COOLIE'S FATE.

DISABLED FOR LIFE.

At the last meeting of the Penang Municipal Commission the President stated that some little time ago a ricksha coolie took hold of a live wire in Brick Kiln Road. He is hopelessly disabled thereby. The Municipality claimed no responsibility in the affair, which the President thought was an accident pure and simple. But the evidence in the case was somewhat contradictory. Some make out that the live wire fell on the man; others, again, stated it was lying on the road, and the man came along and took hold of it. The President went on to say that he could offer the man a billet in the Ricksha Department at \$10 a month. The work is light and he thought the man would be able to do it. In the meanwhile, as the coolie was unable to do any work owing to the accident, and as he was in poor circumstances, the President had made him an advance of \$1. The coolie's hospital bill was, moreover \$24.50. The President asked the Commissioners for permission to engage this man in the Ricksha Department; if not, he thought that the man's passage to China should be paid.

Mr. R. A. P. Hogan said he thought the President was quite right in giving the man an advance, and he was of the opinion that the Municipality should pay his hospital bill. But he thought it would be an unwise proceeding to engage the man in the Ricksha Department, inasmuch as the coolie might think that he was entitled to the billet. Moreover, he was told by the President that the man has not yet been approached with regard to his proposed employment. He was inclined rather to give the man a lump sum of money. In the meanwhile, he had no objections to the President making the man another small advance.

Mr. Beng Kee concurred with Mr. Hogan, and it was eventually agreed that the President should circulate the paper with regard to this matter among the Commissioners.

DEATH OF DR. CURT SCHULZ.

ACTING GERMAN CONSUL AT SHANGHAI.

The past week, says the *Shanghai Times* of 3rd inst., has been unusually sad one for the foreign Consular representatives in China; and, indeed, through them, for their respective nationalities dwelling within the dominions of the Son of Heaven. First of all we had to deplore the shocking tragedy which terminated

the distinguished career of the respected Rus-

sian Consul in Tientsin, M. Lapiew; then came

tidings of the untimely passing away of the Italian Consul in Hankow, Count Prat; and to-day we share the sorrow of our good friends of the German community for the death of the brilliant young official who has so worthily represented German interests in Shanghai for the past eleven months, Dr. Curt Schulz, German Acting Consul-General.

As our readers were aware, Dr. Curt Schulz had been grievously ill for the past four weeks,

during which period he was lying in the General Hospital prostrated by that fell scourge, typhus fever. During all that time he was assiduously attended by two of his warmest personal friends, Dr. von Schab and Dr. Kreig, and nursed with unremitting care by the devoted Sisters, whose self-assumed mission it is to look after the sick and the suffering in the wards of the General Hospital. But nothing could avail to save him, and Dr. Schulz passed away 1.30 a.m. yesterday.

The deceased official was only in his 37th year, a remarkably early age for the very high position which he had attained in the Consular service of his Sovereign. His exceptionally rapid advancement was solely due to his own distinguished merit and ability, and it was confidently expected that the very highest positions which are within the gift of the German Foreign Office, would have been his had he been spared to fill them.

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Having remained two years in the Foreign

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.**OUTWARD.**

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MOYUNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
GENOA, MARSEILLES & L'POOL	"PELEUS"	16th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	16th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	10th "

* Taking cargo for Liverpool at London Rates.

+ Via Bangkok.

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OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, v/d	"NINGCHOW"	29th September.
NAGASAKI, KODE and YOKOHAMA		

WESTWARD.

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"STENTOR"	8th September.
PACIFIC COAST		

The S.S. "Stentor" from Pacific Ports, left Kobe on the 31st ultimo for this port, via Moji and Nagasaki, and is due on or about the 8th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHWANG	"KWEIYANG" +	8th September.
SHANGHAI	"YOCHOW" +	8th "
MANILA	"TEAN" *	11th "

MANILA, ZAMBOANGA, PORT DAR-	WIN, THURSDAY ISLAND, COOK-	"CHANGSHA" *
TOWN, CAIRNS, TOWNSVILLE,		5th October.

* Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvarnished table. A duly qualified Surgeon is carried.

* Taking cargo and passengers at through rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
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Hongkong, 7th September, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

Steamship	Tons	Captain	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 8th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 15th Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 1st September, 1906.

[7]

HONGKONG—NEW YORK.**AMERICAN ASIATIC
STEAMSHIP CO.****FOR NEW YORK via PORTS AND SUZ CANAL.**

(With liberty to call at the Malabar Coast).

Steamship
"SOUTH AMERICA"..... About
10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

[8]

Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD
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AMERICAN SYSTEM OF DENTISTRY,

57, DES VOLEY ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 22nd July, 1906.

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LATEST METHODS OF DENTISTRY.

STUDIO NO. 14, D'AQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 10th July, 1906.

[8a]

Shipping—Steamers.**HAMBURG-AMERIKA LINIE****EAST ASIATIC SERVICE.****HOME-LINE.****OUTWARD.**

STEAMERS	DESTINATIONS	TO SAIL
SUEVIA	YOKOHAMA AND KOBE	8th September.
SEGOWIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
"HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.

HOMEWARD.

STEAMERS	DESTINATIONS	TO SAIL
HELVETIA	HAVRE, and HAMBURG	10th September.
Capt. Neumann	VIA SINGAPORE, PENANG and COLOMBO	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th September.
Capt. v. Döhren	VIA SINGAPORE, PENANG and COLOMBO	
LIBERIA	HAVRE AND HAMBURG	22nd September.
Kier	VIA SINGAPORE, PENANG and COLOMBO	
SENEGAMBIA	HAVRE AND HAMBURG	2nd October.
Capt. Peter	VIA SINGAPORE, PENANG and COLOMBO	
SEGOWIA	HAVRE, BREMEN and HAMBURG	16th October.
Capt. Schoeufeldt	VIA SINGAPORE, PENANG and COLOMBO	
* HABSBURG	NAPLES, HAVRE and HAMBURG	30th October.
Capt. Filler	VIA SINGAPORE, PENANG and COLOMBO	
BRISGAVIA	HAVRE AND HAMBURG	13th November.
SITHONIA	HAVRE and HAMBURG	27th November.
Brehmer	VIA SINGAPORE, PENANG and COLOMBO	
RHENANIA	HAVRE and HAMBURG	11th December.
von Hoff	VIA SINGAPORE, PENANG and COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabin, each provided with two beds (no bunks), sofa, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Waahermen.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by L.S. "HABSBURG," L.S. "HOHENSTAUFEN," L.S. "SCANDIA" and L.S. "SILESIA."

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Shipping.**Arrivals.**

Mait, Br. s.s., 3,89, R. A. Peters, 6th Sept.—Shanghai 3rd Sept., Mails and Gen.—P. & O. S. N. Co.
Takosan Maru, Jap. s.s., 2,88, I. Narasaki, 6th Sept.—Kuchinozaki 1st Sept., Conl.—M. B. K.
Australia, Br. s.s., 1,78, St. John George, 7th Sept.—Australia via Manila 1st Aug., Gen.—G. L. & Co.
Tjilatap, Dut. s.s., 2,475, P. J. van Emmerich, 7th Sept.—Amoy 5th Sept., Gen.—J. C. J. L.
Foxley, Br. s.s., 2,722, R. P. Butchart, 7th Sept.—Amoy 5th Sept., Gen.—A. K. & Co.
Hangchow, Br. s.s., 1,356, S. Wilde, 7th Sept.—Canton 6th Sept., Gen.—J. M. & Co.
Haitian, Br. s.s., 1,83, J. S. Roach, 7th Sept.—Foochow 4th Sept., Amoy 5th, and Swatow 6th, Gen.—D. L. & Co.
Montcalm, Fr. cruiser, 9,500, Martel, 7th Sept.—rom Woosung.
Tean, Br. s.s., 1,146, Somerville, 7th Sept.—Manila 4th Sept., Gen.—B. & S.
Bombay Maru, Jap. s.s., 4,624, S. Ishikawa, 7th Sept.—Bombay 17th Aug. and Singapore 1st Sept., Cutten, N. Y. K.
Angkin, Ger. s.s., 1,662, Chr. Kämpel, 7th Sept.—Bangkok 26th Aug., Rice—B. & S.
Taiwan, Br. s.s., 4,10, A. Martin, 7th Sept.—Saigon 1st Sept., Rice—Chinese.

Clearances at the Harbour Office.

Childer, for Bangkok.

Madeleine Rickmers, for Hoihow.

Kwangtung, for Shanghai.

Signal, for Pakkhoi.

Malla, for Singapore.

Shaikhan, for Saigon.

Departures.Sept. 6.
Mercedez, for Weihaiwei.Sept. 7.
Minnesota, for Shanghai.

Hongkong, for Haiphong.

Engler, for Nagasaki.

Victoria, for Saigon.

Bourbon, for Singapore.

Adernde, for Hoihow.

Sleela, for Singapore.

Sohine Rickmers, for Saigon.

Hawking Grange, for Vladivostock.

Madeleine Rickmers, for Bangkok.

Nikko Maru, for Australian Ports.

Kwangtung, for Shanghai.

Hutchow, for Tientsin.

Braemar, for Shanghai.

Childer, for Haiphong.

Loengiang, for Manila.

Passengers arrived.

Per Bombay Maru, from Singapore—Mrs. Mrs. and Miss Ku, and Miss Tsuiko.

Per Penn, from Manila—Messrs. W. Goolsby, S. Redifer, C. Daby, F. Gee, J. Early, 99 Chinese, and 1 Japanese.

Per Huston, from Coast Port—Mrs. Ronch and child, Misses K. and F. Jenkins, Master Jenkins, Misses Philips, Master Mooney, and 150 Chinese.

Per Australian, from Australian Ports for Hongkong—Mr. and Mrs. Cummings, Mr. and Mrs. T. Chee, 2 children and amah, Messrs. Kelly, W. Kinchella, E. Mason, J. Toplis, Mr. and Mrs. Ross, and Mr. J. B. Colvin. For Japan—Mr. and Mrs. H. Bloomfield, Mr. and Mrs. A. Rhoden, Mr. and Mrs. Cotter, Miss G. Cotter, Mr. J. Bell, 2 Chinese, 1 Japanese, and 1 Malay.

Per Malla, for Hongkong from Yokohama—Mr. Ling Shing Ping, from Shanghai—Messrs. K. Clayton, C. B. Fuller, A. Ethridge, R. Tietgen, Rev. T. W. Pearce and native servant, Bidal Singh, Loyal Singh, Heito Singh, Sobhal Singh, Jaita Singh, Nanan Singh and Mangal Bass, For London—Messrs. Edwin Oxley, Simmonds and J. E. Corby. For Marseilles—Mr. E. Brunchwig. For Singapore—Mr. G. Stewart.

Shipping Reports.

St. Team from Manila—Moderate to light S'ly winds, cloudy, with heavy SW. swell.

St. Helian from Coast Ports—Funchow to Amoy fresh NE, able to Turnabout Island, and then SW. winds and heavy rain, thence to Swatow light SW. winds and heavy rain, thence to port light S. and SW. winds, heavy SW. swell.

Vessels in Port.

SYKESMAN

Arratoon Apcar, Br. s.s., 2,931, J. E. Geiles, 6th Sept.—Calcutta, 21st Aug., Penang 28th, and Singapore 31st, Gen.—D. S. & Co., Ltd.

Athenian, Br. s.s., 2,440, A. O. Cooper, 28th Aug.—Vancouver, B.C., 2nd Aug., and Shanghai 24th, Gen.—C. P. R. Co.

Changha, Br. s.s., 1,463, T. Moore, 4th Sept.—Melbourne 31st July, Sydney 8th Aug., Brisbane 11th, via Broadmount, Townsville, Cairns, Coote Town, and Thursday Id., 20th, Zamboanga 27th, and Manila 1st Sept., Gen.—J. B. & S.

Clara Jeben, Ger. s.s., 1,103, J. Iversen, 21st Aug.—Samarang 21st Aug., Sugar—J. & Co.

Copie, Br. s.s., 2,744, Wm. Finch, R.N.R., 20th July—San Francisco 27th June, Yokohama 13th July, Kobe 15th, and Nagasaki 17th, Mails and Gen.—O. & O. S. Co.

Devawongse, Ger. s.s., 1,262, T. V. Brum, 5th Sept.—Bangkok 27th Aug., and Hoihow 3rd Sept., Vice and Meal—M. & Co.

Doric, Br. s.s., 4,975, H. Smith, R.N.R., 3rd Sept.—San Francisco 4th Aug., Honolulu 12th, Yokohama 24th, Kobe 26th, Nagasaki 28th, and Shanghai 31st, Mails and Gen.—O. & O. S. Co.

Emma Luyken, Ger. s.s., 1,159, G. Cormand, 16th July—Amsterdam 20th June, Sugar—Wing Sing & Co.

Empress of Japan, Br. s.s., 3,039, Henry Pybus, Br. s.s., 4th Sept.—Vancouver 13th Aug., and Shanghai 1st Sept., Mails and Gen.—C. P. R. Co.

Hilary, Ger. s.s., 2,276, H. Uecker, 5th Sept.—Swatow, Amoy, Foochow and Shanghai—Per

Kobe—Per Ruyi, 1st Sept., 10 A.M.

Kokan Maru, Jap. s.s., 703, H. Ohta, 5th Sept.—Tamsui via Amoy and Swatow 4th Sept., Gen.—O. S. K.

Kou Maru, Jap. s.s., 2,876, Y. Minamikawa, 3rd Sept.—Kobe 28th Aug., Gen.—Mr. Fukusei.

Kumsang, Br. s.s., 2,077, E. J. Butler, 5th Sept.—Calcutta 23rd Aug., Coal—J. M. & Co.

Mausang, Br. s.s., 1,641, R. Houghton, 4th Sept.—Sandakan 25th Aug., Gen.—J. M. & Co.

Nanhang, Br. s.s., 1,299, A. Jones, 1st Sept.—Salgo 28th Aug., Rice and Gen.—B. & Co.

Neil MacLeod, Am. s.s., 901, E. Corral, 10th June—Manila 16th June, Ballast—Barrett & Co.

N. S. de Rosario, Am. s.s., 755, M. Lopez Blanco, 12th June—Manila 9th June, Ballast—Barreto & Co.

THE HONGKONG TELEGRAPH. FRIDAY SEPTEMBER 7, 1906.

